

BookletChartTM

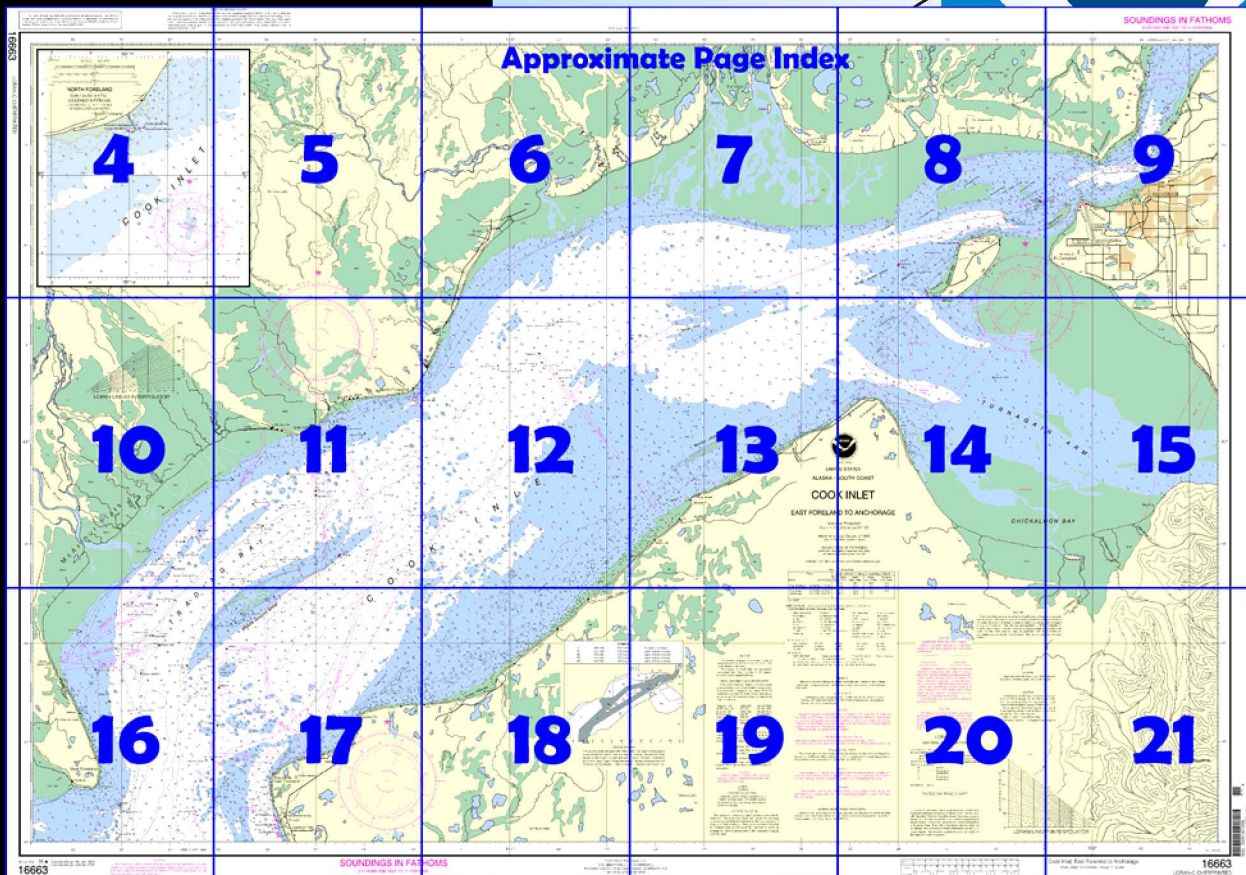
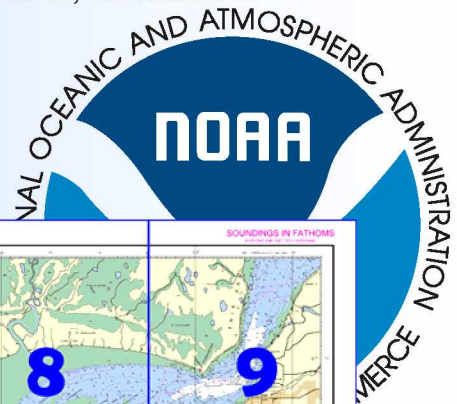
Cook Inlet - East Foreland to Anchorage

(NOAA Chart 16663)

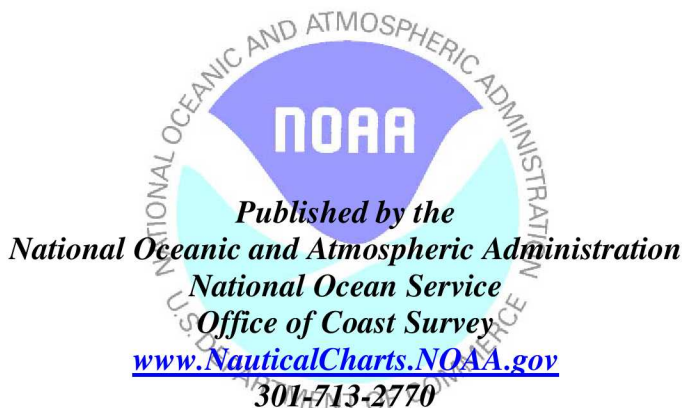


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

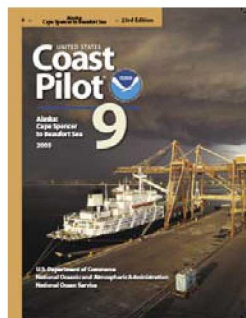
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(1376) **Shelter Bay** is mudflats, bare at low water. Anchorage for small vessels has been recommended in 4 to 5 fathoms off the N part of the bay 0.25 to 0.5 mile from shore. Except for about a 3-knot current closer to shore, the current is strong throughout the flood, but the ebb is weak and after the first 2 hours is nearly slack. With fresh southwesterly, northwesterly or northerly winds, the anchorage has rough seas and tide rips.

(1380) **Anchorage**, on the SE side of Knik Arm, 175 miles from the entrance to Cook Inlet, and 1,428 miles from Seattle, is Alaska's major seaport and largest city, with slightly over half the state's population. The main industries are government, tourism, oil production, and transportation.

(1382) From the entrance point to Cook Inlet, 4½ miles S of East Chugach Island Light, set courses to pass 6 miles S of the W end of Cape Elizabeth Island, 2 to 5 miles W of Point Adam and Flat Island, thence 6 to 7 miles W of Anchor Point Light, 5 to 5½ miles E of Kalgin Island Light, 4 miles E of West Foreland ; thence transit through the oil production platforms as traffic, currents, and ice conditions allow. After exiting this area, set a course to pass 1½ to 2 miles SE of the Phillips-A Platform and after another 6½ miles intersect the Point Woronzof Range, thence **079°** to the intersection with Fire Island Range (back range), thence **062°** along Fire Island Range to a point 1.05 miles **304°** from Point Woronzof Rear Range Light, thence **070°** to the city of Anchorage facilities. During especially severe winter ice pack conditions, larger vessels transit inside the shoal off Nikiski, round the East Foreland, continue in the upper Inlet 5 to 7 miles off the E shore from East Foreland to Moose Point, thence transit up between Beluga and Fire Island Shoals to the intersection of the Point Woronzof Range.

(1387) The diurnal range of tide at Anchorage is 28.8 feet and the observed extreme low water is 6.5 feet below mean lower low water. (See Tide Tables for daily predictions.) Anchorage has a PORTS site which provides water level, wind speed and direction, and barometric pressure information, that is updated every ten minutes. The PORTS site is accessible through a voice response system at 866-257-6787. It is reported that vessels often steer 10° from their desired course when passing Knik Arm Shoal because of prevailing cross currents. Close off the town, the current floods NE at a velocity of 1.5 knots and ebbs SW at a velocity of 2.5 knots. One mile off the town, the current averages 2.9 knots. Strong currents which attain velocities of 4 knots or more, at times, in midchannel, and swirls in the area make navigation difficult. It is reported that the flood following the higher of the low waters is unpredictable, especially during the last 3 hours, in the vicinity of the Port of Anchorage wharves. An eddy gyre flows up the E side of Knik Arm during the latter half of an ebb current inside the bight, bordered on the S by the barge wharves and small-boat launching ramp. The ramp also deflects the start of the flood current until half tide and reduces its flow thereafter. Alongside maneuvering at the Port is affected by a set onto the flats with the latter half of the flood current and a set off the wharves on the first of the ebb. The currents further up Knik Arm have a moderate velocity near the W shore, strong in midchannel, and, like all of the upper Inlet, are congested with ice packs in the winter.

(1396) Upper Cook Inlet rarely freezes solid because of the enormous tidal range. Vessels can navigate Cook Inlet in the winter, but the combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements, also cargo operations, moorage, and vessel draft. See Winter Operating Guidelines earlier this chapter, and contact the Coast Guard Captain of the Port, Western Alaska in Anchorage for more information. The inlet is ice free from about May to mid-November. The ice floes move with the tide, and patches of open water are occasionally visible. Extra caution should be exercised in the restricted approach to Anchorage. Ice leads can break the wrong way and potentially cause up to 30 course diversion, especially for lower-powered vessels.

(1400) A U.S. Public Health Service Contract Physician is at a hospital in Anchorage.

(1401) Anchorage is a **customs port of entry**.

(1402) A **Marine Safety Office** is in Anchorage.

(1403) The Port Director enforces harbor regulations and assigns berthing at all municipal piers, wharves, and bulkheads. In winter, the combination of currents and ice floes can cause a strain on mooring lines. Propulsion and machinery have special equipment and operating requirements, as does cargo operations, moorage, and vessel draft. See Winter Operating Guidelines, Cook Inlet, indexed as such, earlier this chapter, and contact the COTP W Alaska in Anchorage for more information.

(1412) Gasoline, diesel fuel, and water are available at the Port Anchorage Petroleum Terminal. Marine supplies and emergency

ship machinery repairs can be obtained in town. Engine and hull repairs are available for small boats.

Table of Selected Chart Notes

Corrected through NM Mar. 18/06
Corrected through LNM Mar. 07/06

NOTE D

CAUTION

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE B

Area is subject to drastic and continuing change. Caution should be exercised when navigating in this area.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection

Scale 1:100,000 at Lat 61° 02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Anchorage, AK	KEC-43	162.55MHz
Soldotna, AK	WWG-39	162.475MHz

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◐ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.988" southward and 7.996" westward to agree with this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-6802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE C

Hydrography in Turnagain Arm indicated within the dashed outline originates from surveys dated 1910 and 1912. Because of the highly changeable nature of the bottom, mariners should use extreme caution when navigating in this area.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (NCS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)				
	Mean High Water	Higher Water	Mean High Water	Mean Low Water	Extreme Low Water
East Foreland (60°43'N/151°25'W)	feet	feet	feet	feet	feet
North Foreland (61°03'N/151°10'W)	21.0	20.2	2.2	2.1	-6.0
Fire Island (61°10'N/150°12'W)	21.0	20.4	2.0	2.0	-6.0
Anchorage (61°14'N/149°53'W)	27.0	26.4	2.0	2.2	---

(Jun 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⚓ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

PRINT-ON-DEMAND CHARTS

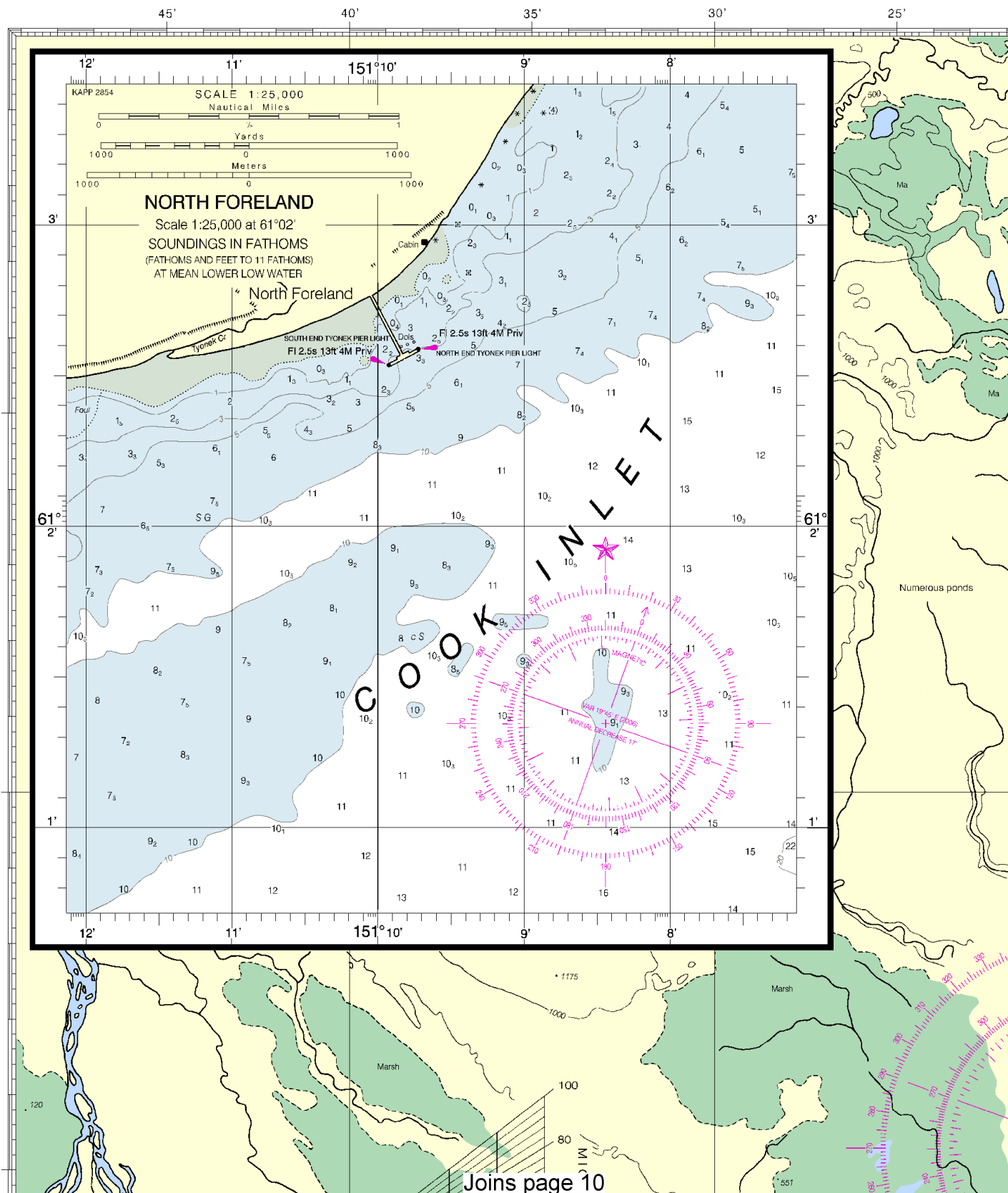
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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16663

LORAN-C OVERPRINTED



4

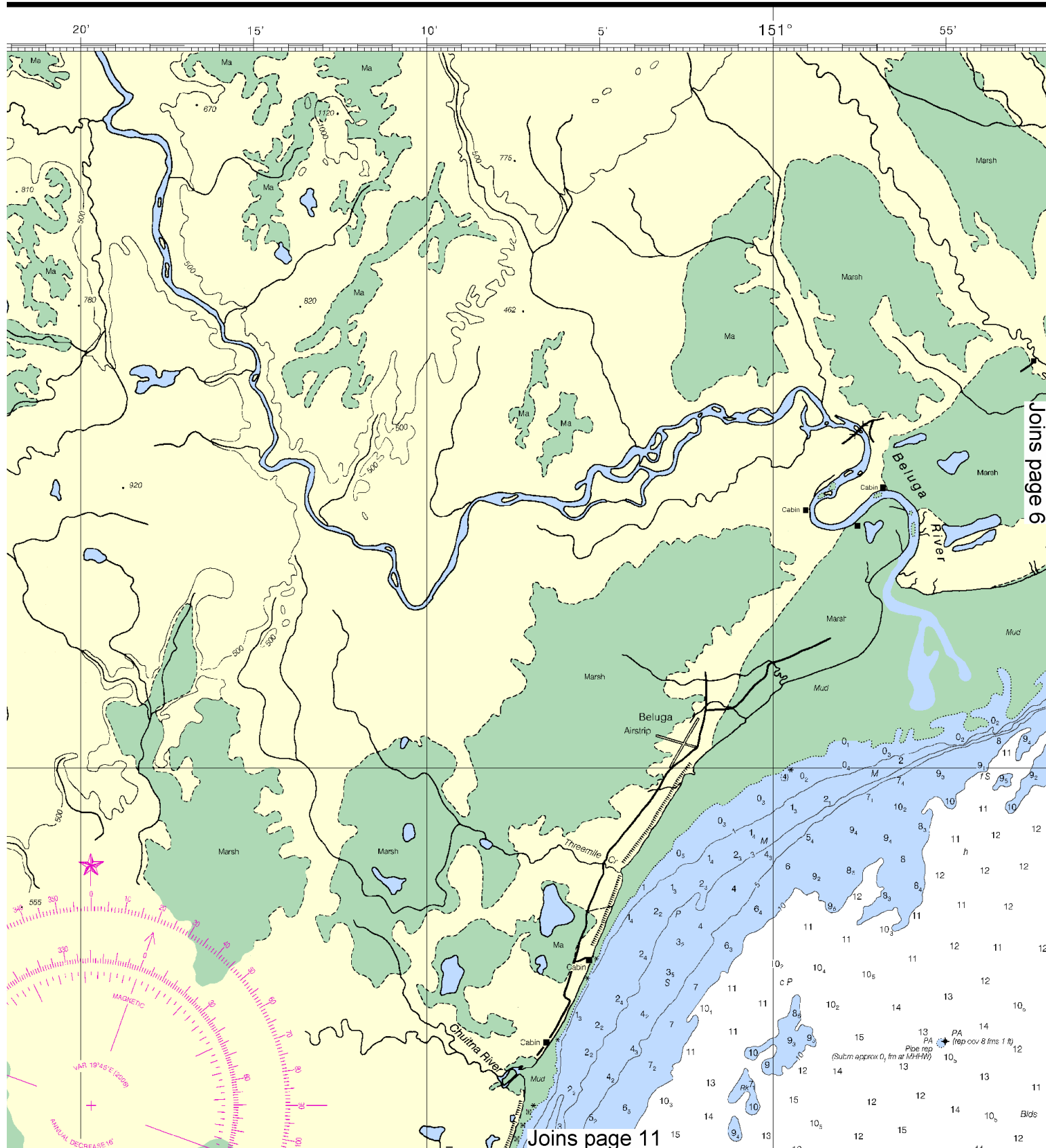


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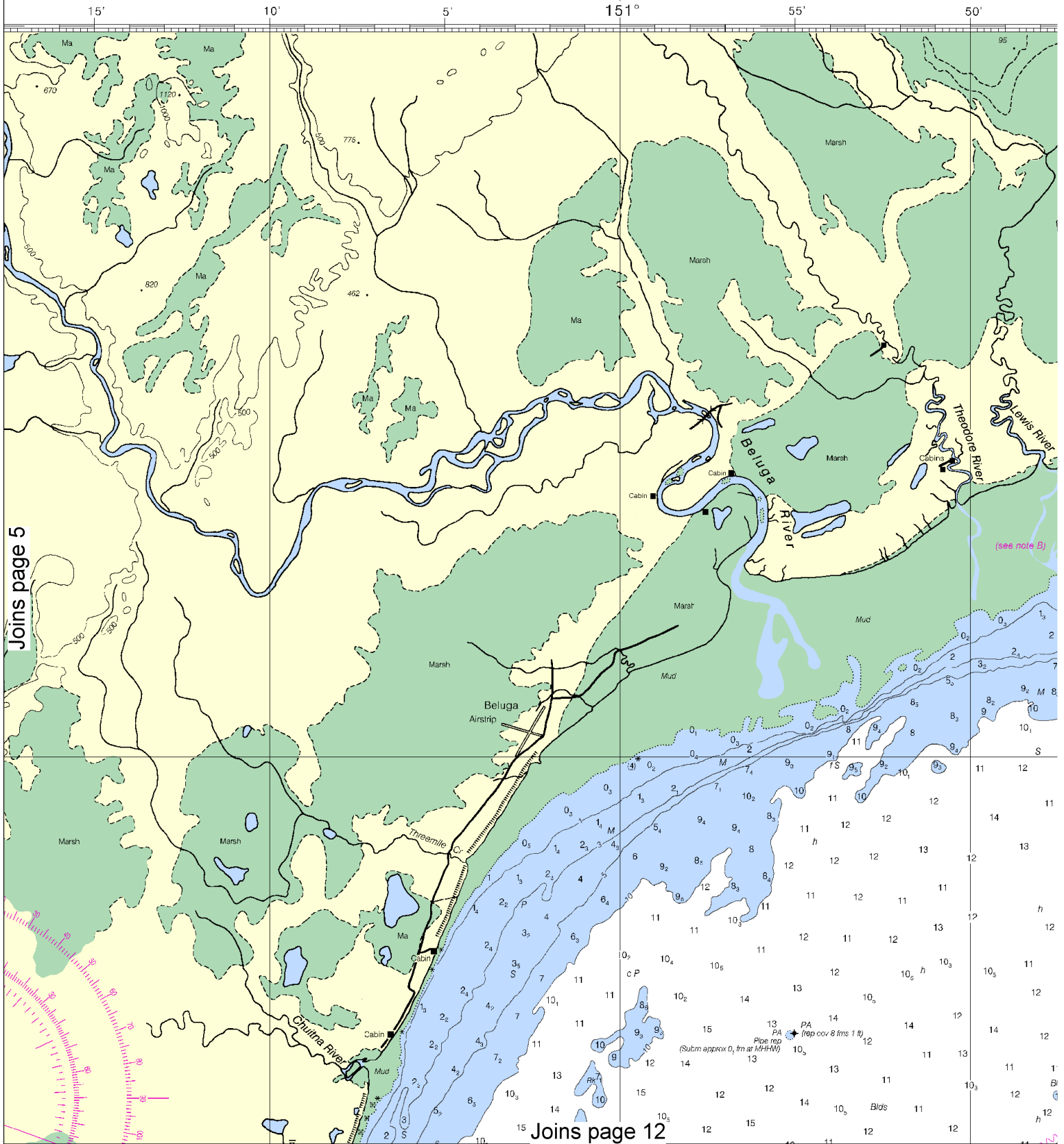
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See Note on page 5.



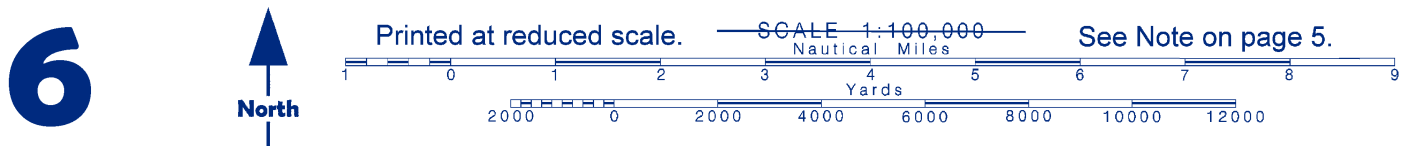


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:133333. Barscales have also been reduced and
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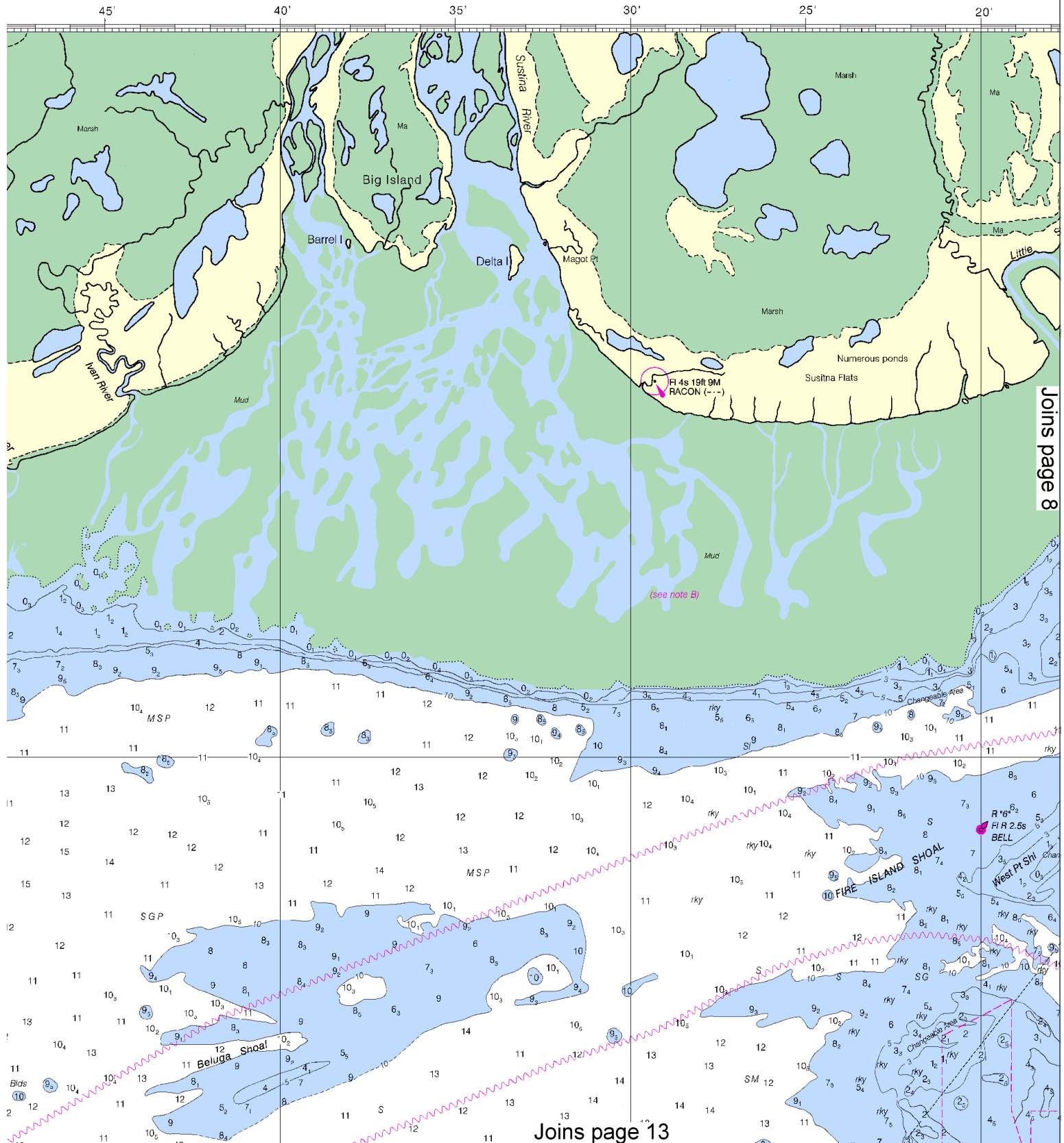


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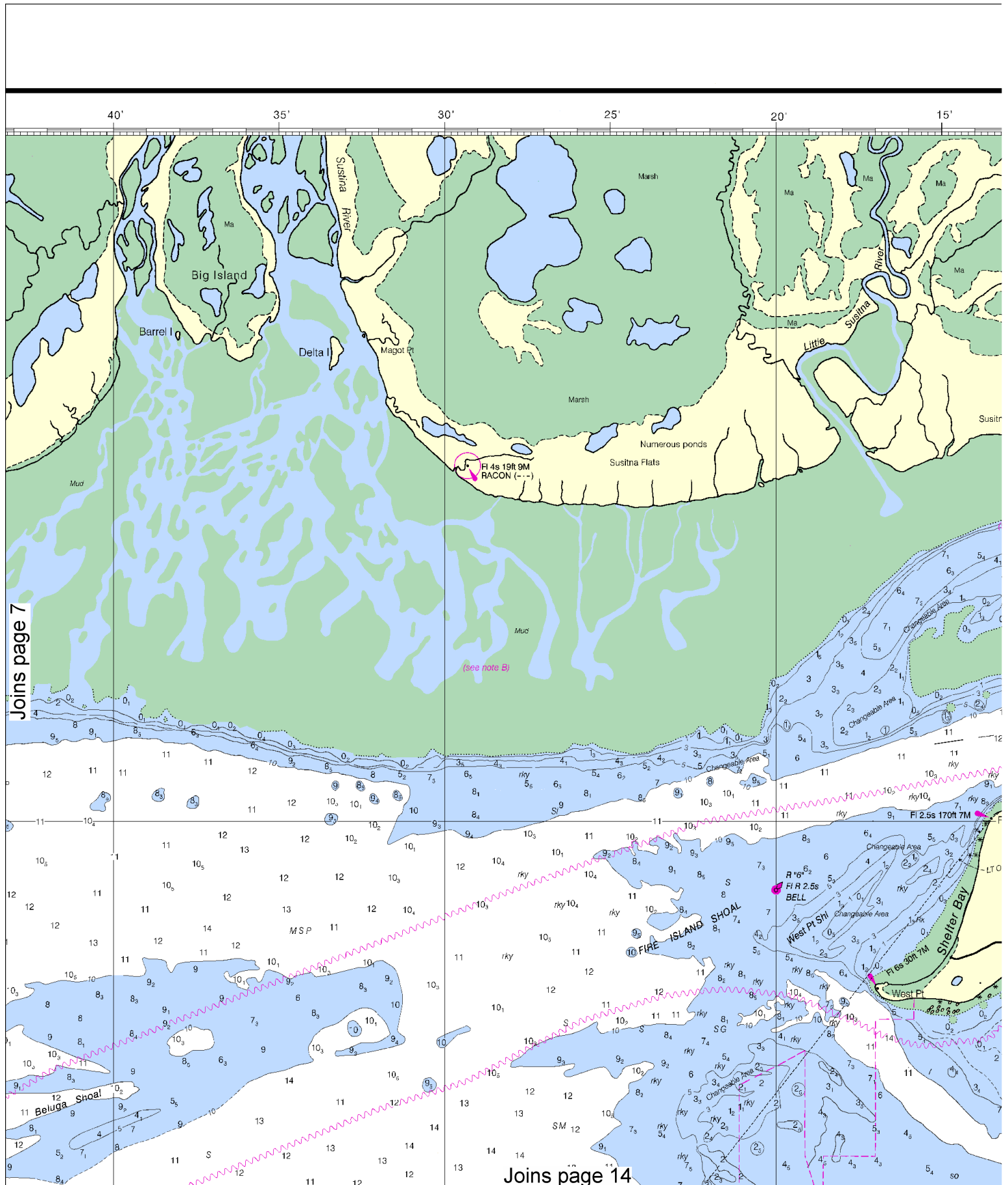
Joins page 12



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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



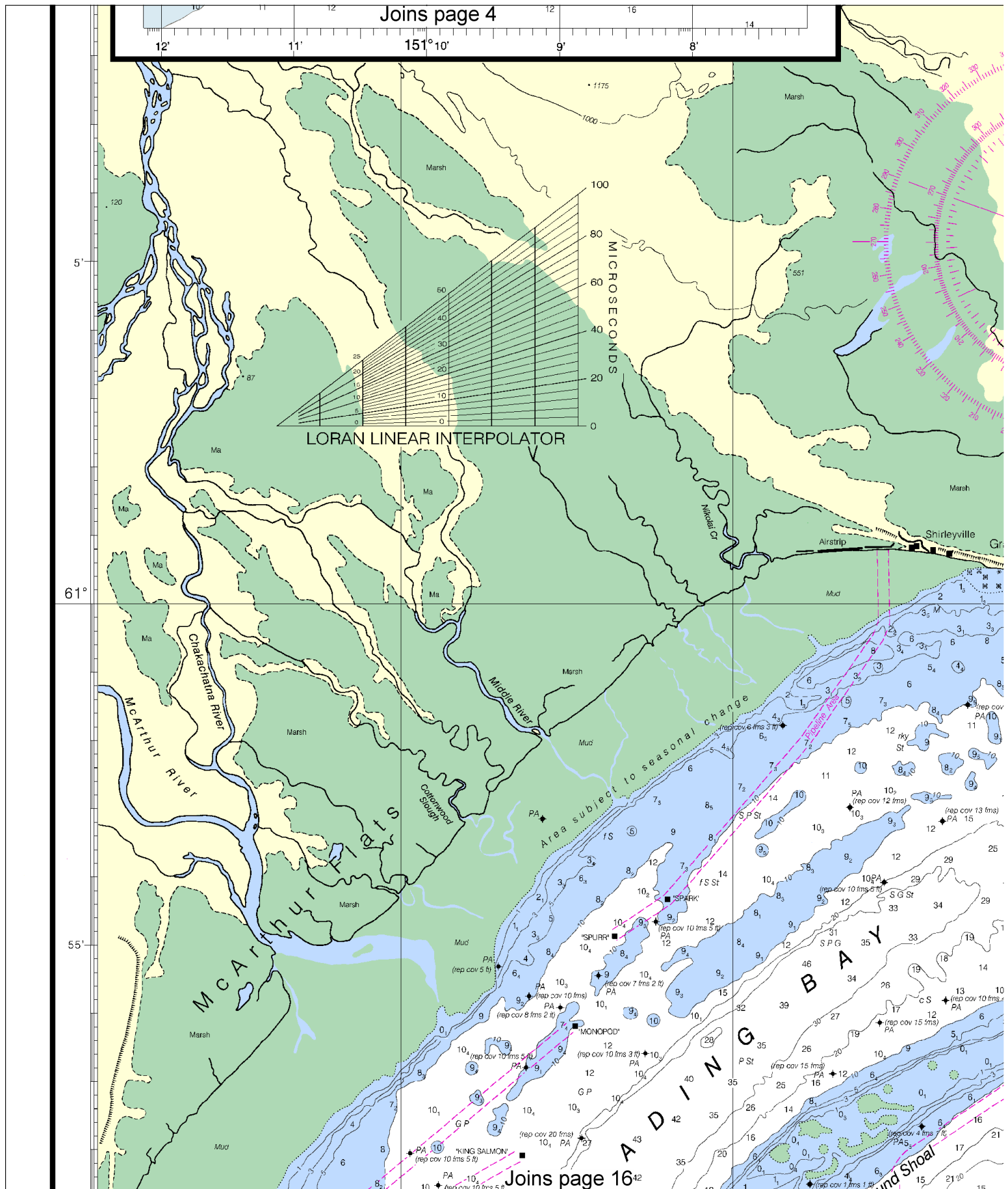
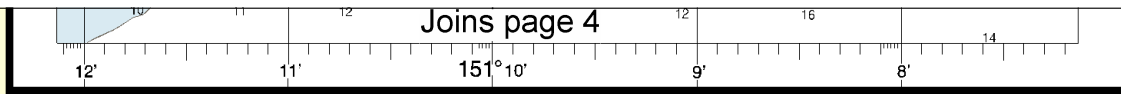
Joins page 7

Joins page 14

See Note on page 5.

(FATHOMS AND FEET TO 11 FATHOMS)





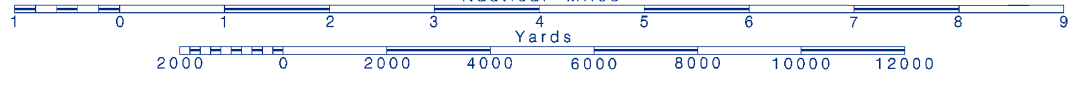
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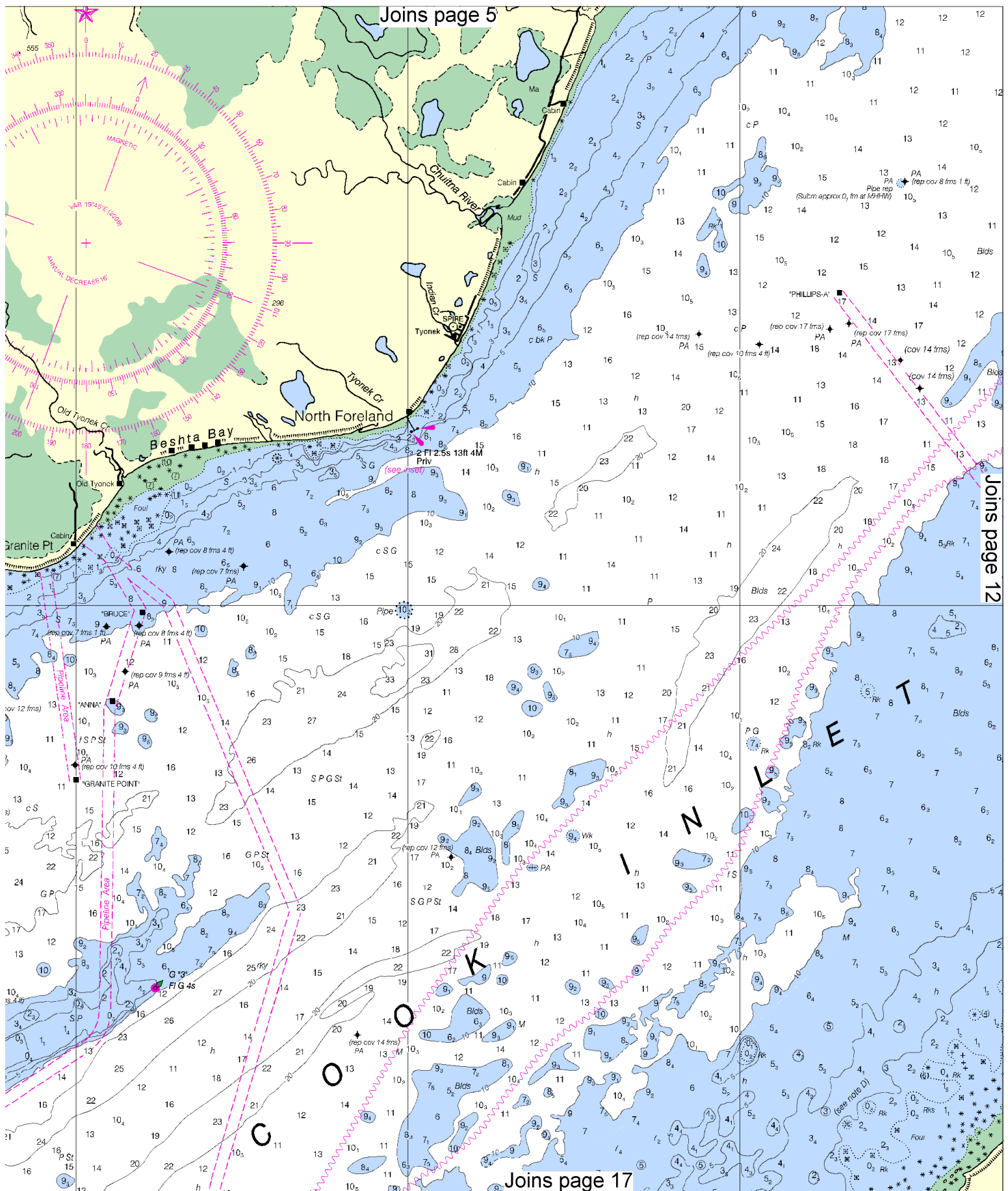


Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





This is a detailed nautical chart of the Chesapeake Bay area, showing depth soundings, navigational aids, and geographical features. The chart is divided into sections by dashed lines, with labels like "Joins page 6", "Joins page 11", "Joins page 18", and "Joins page 19". Key locations include North Foreland, Tyonek Cr, and the Chesapeake River. The chart includes numerous depth soundings in fathoms and meters, as well as various navigational symbols and notes.



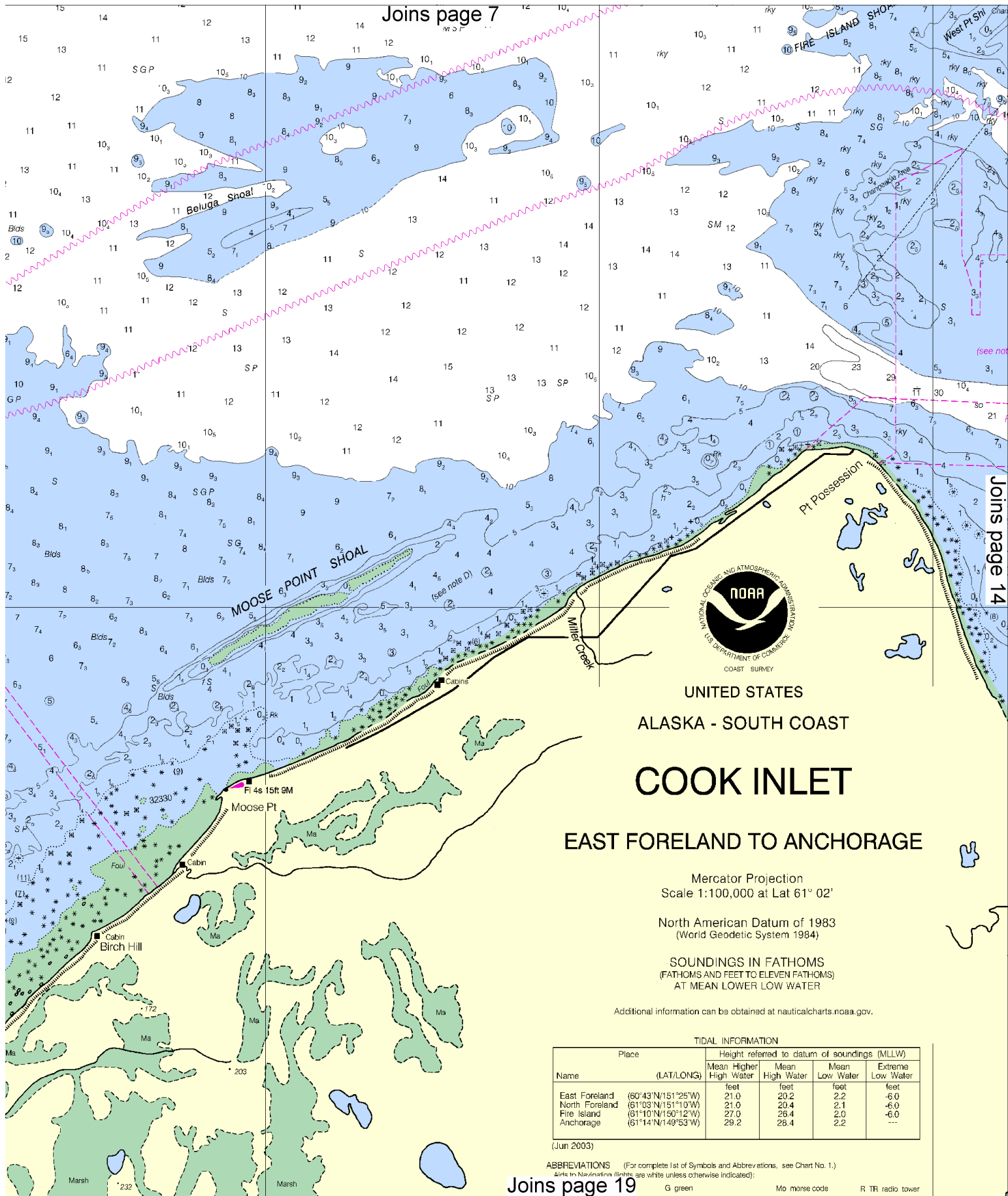
SCALE 1:100,000
Nautical Miles

See Note on page 5.



Joins page 7

Joins page 14



UNITED STATES
ALASKA - SOUTH COAST

COOK INLET

EAST FORELAND TO ANCHORAGE

Mercator Projection
Scale 1:100,000 at Lat 61° 02'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Place Name	Height referred to datum of soundings (MLLW) (LAT/LONG)	Mean Higher High Water			
		Mean High Water	Mean Low Water	Extreme Low Water	Extreme Low Water
East Foreland	(60°43'N/151°25'W)	21.0	20.2	2.2	-6.0
North Foreland	(61°03'N/151°10'W)	21.0	20.4	2.1	-6.0
Fire Island	(61°10'N/150°12'W)	27.0	26.4	2.0	-6.0
Anchorage	(61°14'N/149°53'W)	29.2	28.4	2.2	---

(Jun 2003)

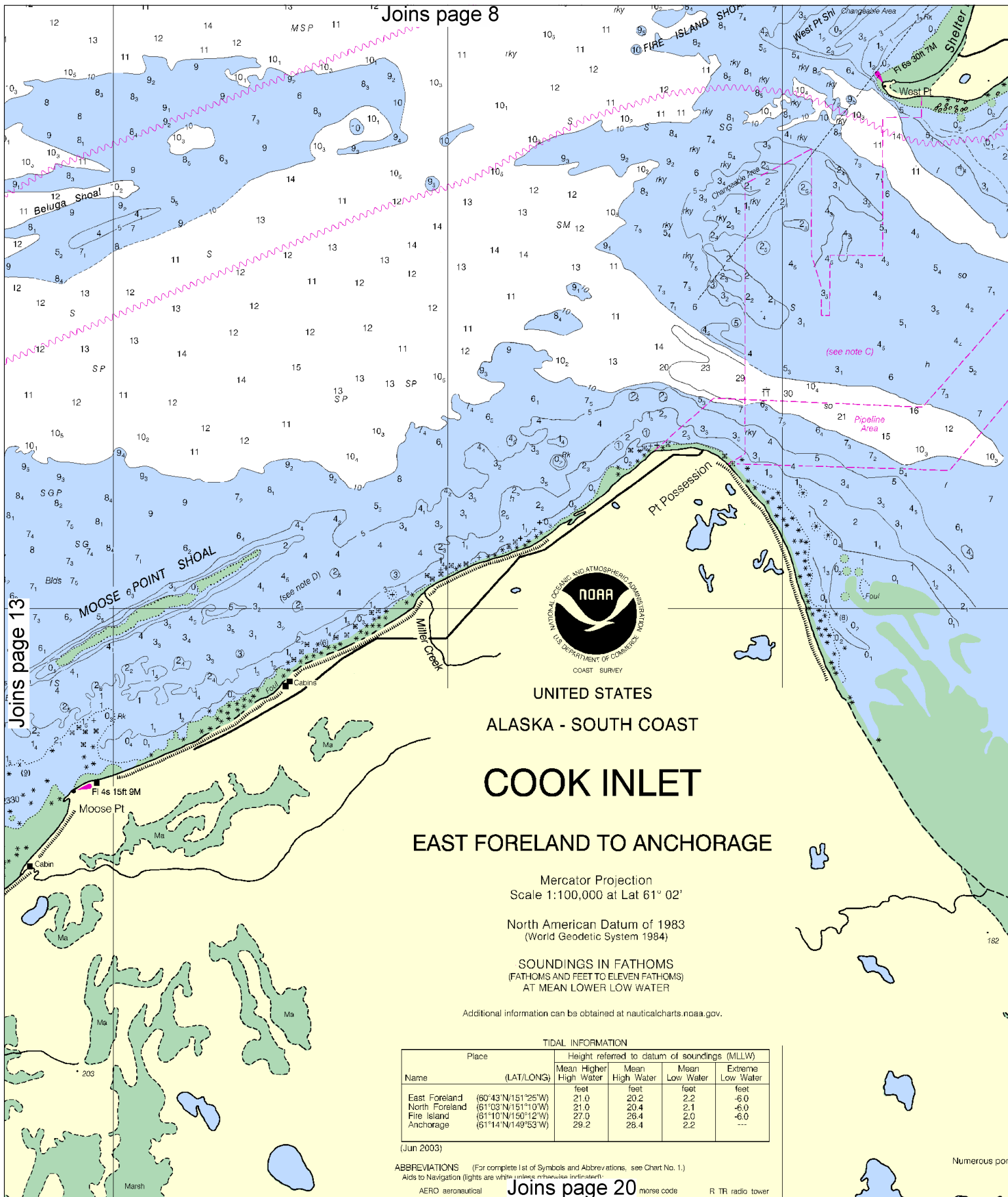
ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

G green Mo mouse code R TR radio tower

Joins page 19

Joins page 8

Joins page 13



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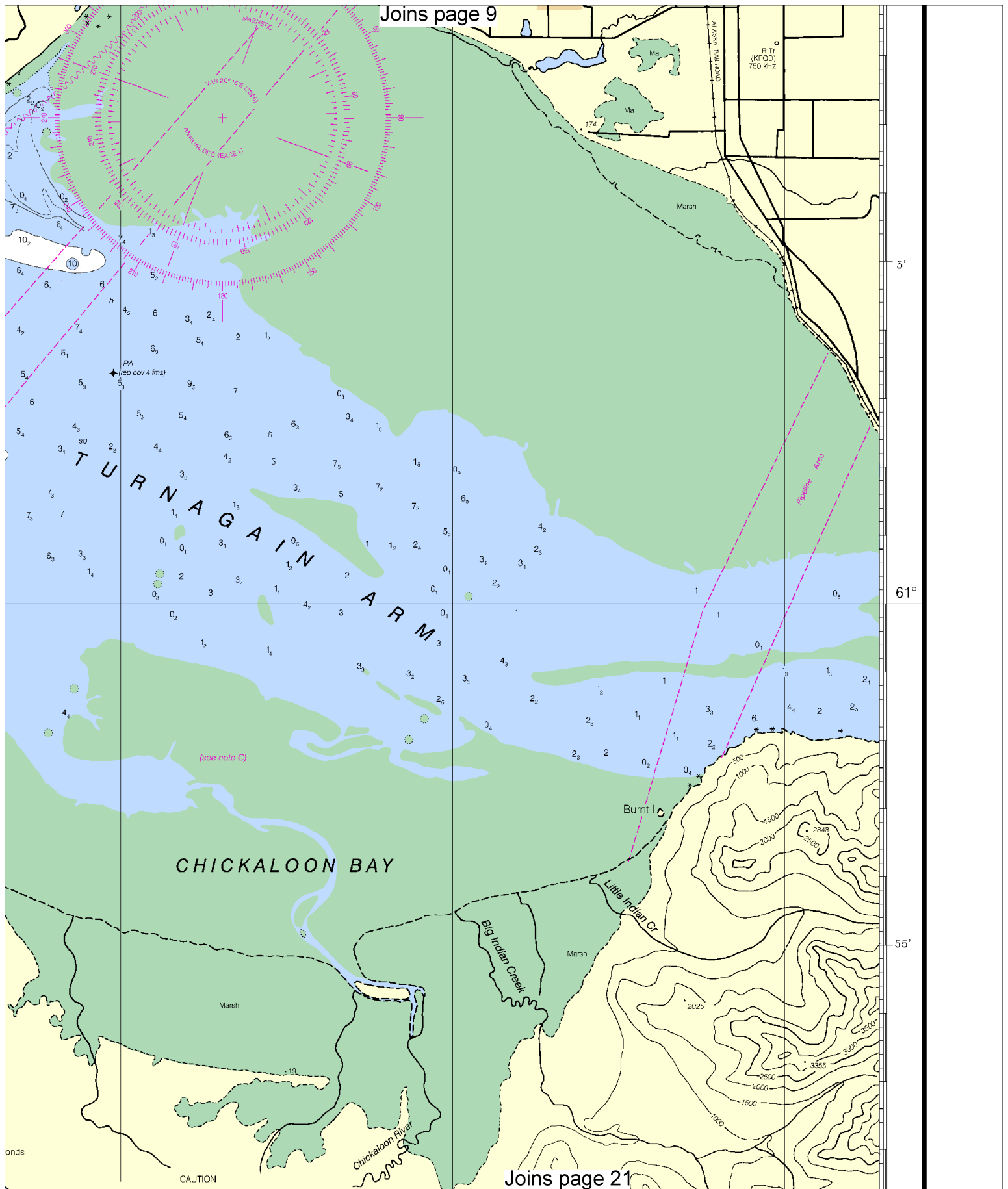


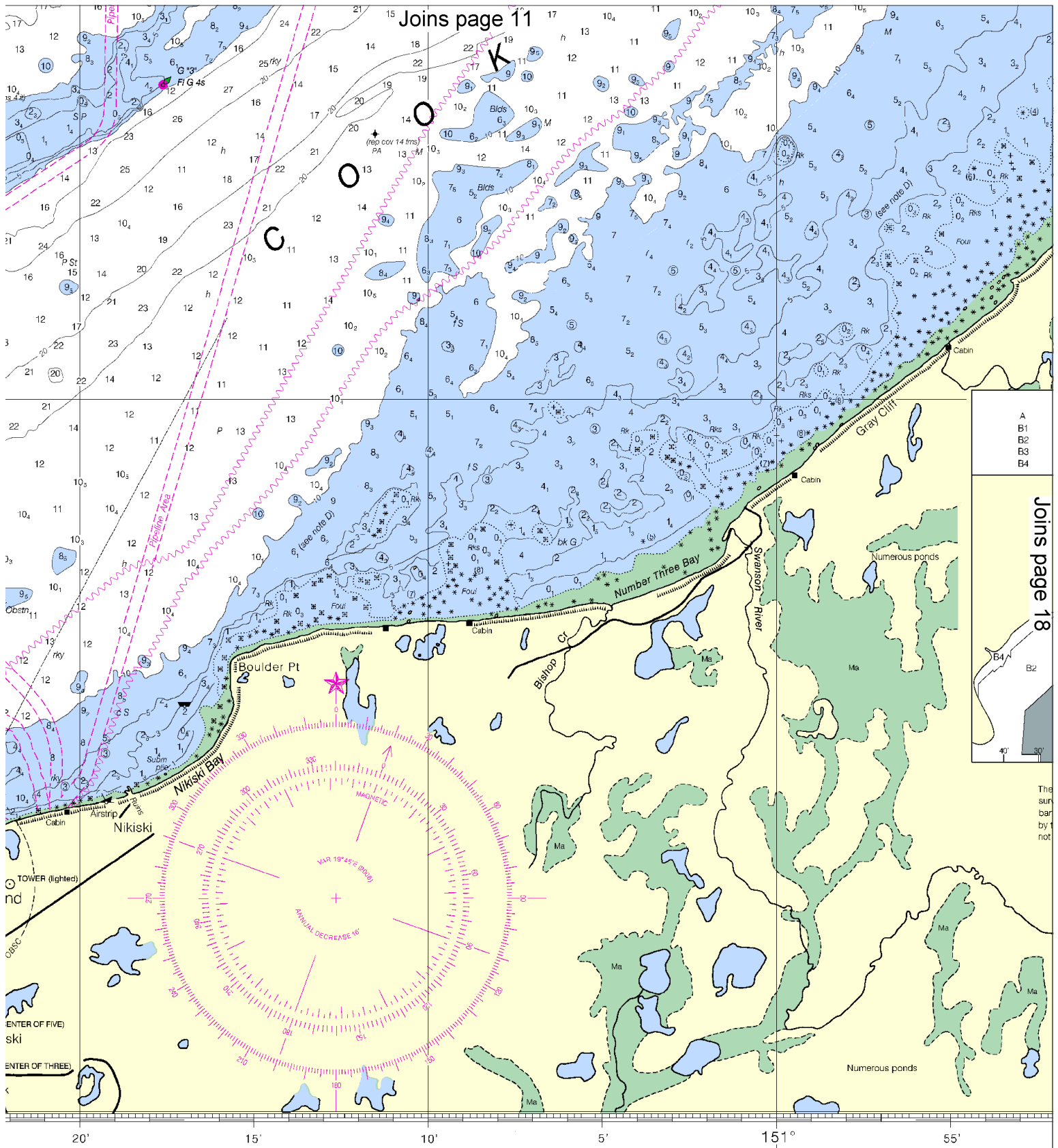
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SCALE 1:100,000
Nautical Miles

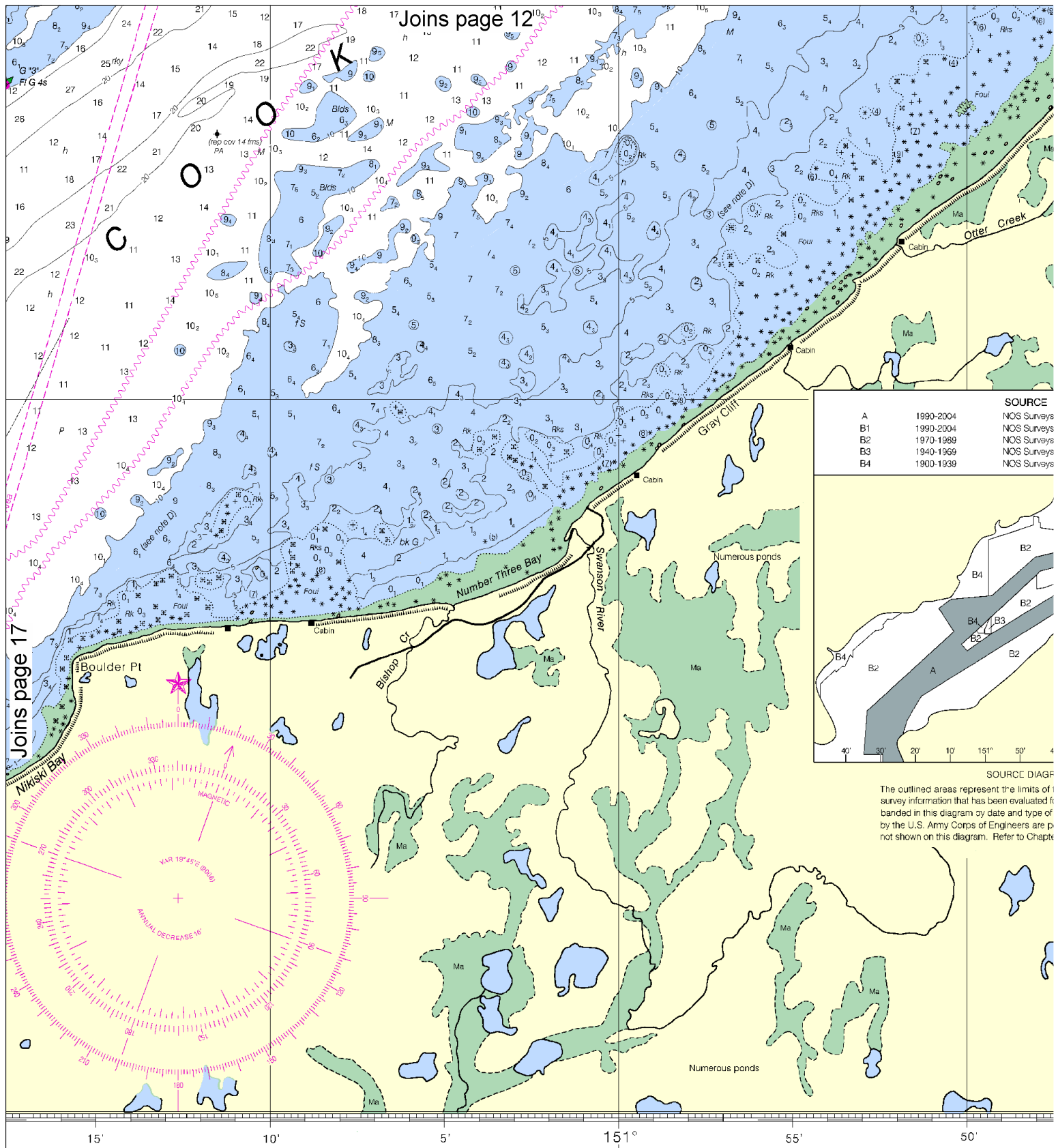
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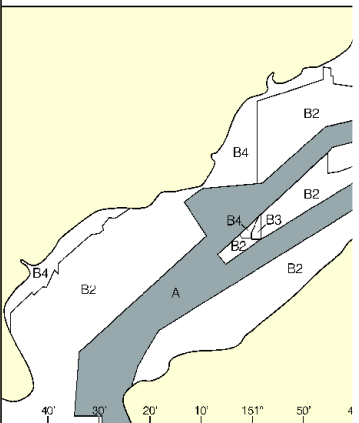




SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO 11 FATHOMS)



SOURCE		
A	1990-2004	NOS Surveys
B1	1990-2004	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys



SOURCE DIAG
The outlined areas represent the limits of survey information that has been evaluated and banded in this diagram by date and type of the U.S. Army Corps of Engineers are not shown on this diagram. Refer to Chapter

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

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U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOS
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COAST SUR

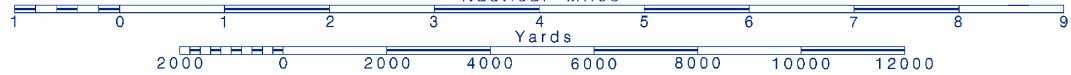
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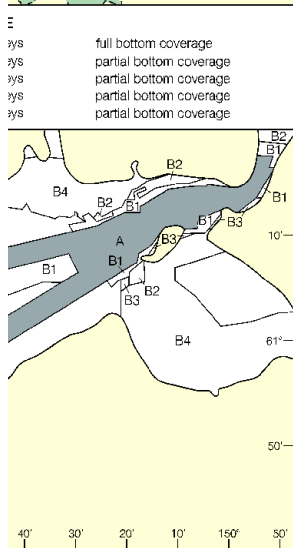
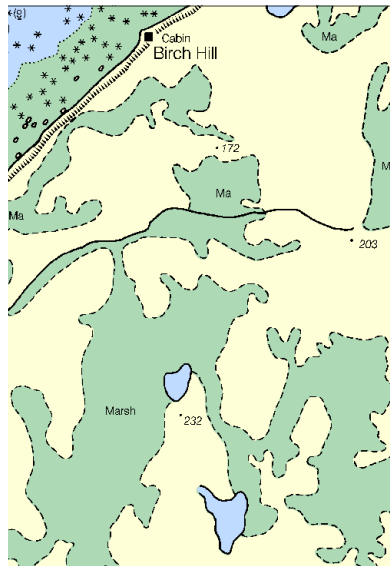


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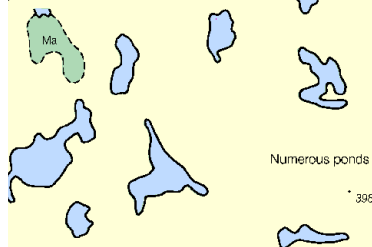
SCALE 1:100,000
Nautical Miles

See Note on page 5.





GRAM
of the most recent hydrographic
d for charting. Surveys have been
of survey. Channels maintained
periodically resurveyed and are
per 1, United States Coast Pilot.



Joins page 13

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean High Water	Mean Low Water	Mean Low Water	Extreme Low Water
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Fire Island	(61°10'N/150°12'W)	27.0	28.4	2.0	-6.0
Anchorage	(61°14'N/149°53'W)	29.2	28.4	2.2	---

(Jun 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statuto miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	Gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shalle
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Elevations of rocks, bridges, and marks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972. The entire area of this chart falls seaward of the COLREGS Demarcation Line.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8302 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE C

Hydrography in Turnagain Arm indicated within the dashed outline originates from surveys dated 1910 and 1912. Because of the highly changeable nature of the bottom, mariners should use extreme caution when navigating in this area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

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Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

The buoys in Cook Inlet are seasonally maintained from May 1 to Nov. 1. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Ninilchik, AK	KZZ-97	162.550 MHz
Wasilla, AK	KZZ-98	162.400 MHz
Anchorage, AK	KEC-43	162.55 MHz
Soldotna, AK	WWG-39	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

AIDS TO NAVIGATION

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NOTE B

Area is subject to drastic and continuing change. Caution should be exercised when navigating in this area.

NOTED

Cook Inlet, Eastern Portion

Numerous uncharted and dangerous submerged boulders exist in the eastern portion of Cook Inlet. Mariners should use extreme caution in this area.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.988' southward and 7.996' westward to agree with this chart.

Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

FATHOMS	1
FEET	6
METERS	1

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATERAdditional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
East Foreland	(60°43'N/151°25'W)	21.0	20.2	2.2	-6.0
North Foreland	(61°03'N/151°10'W)	21.0	20.4	2.1	-6.0
Fire Island	(61°10'N/150°12'W)	27.0	26.4	2.0	-6.0
Anchorage	(61°14'N/149°53'W)	29.2	28.4	2.2	---

(Jun 2003)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WhIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Elevations of rocks, bridges, and marks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

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NOTE D

CAUTION

Cook Inlet, Eastern Portion

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Numerous ponds

CAUTION

SUBMARINE PIPELINES AND CABLE
Charted submarine pipelines and submarine cables and submarine pipeline and cable are shown as:

Pipeline Area Cable Area

Additional uncharted submarine pipeline cables may exist within the area of this chart. Not all submarine pipelines and marine cables are required to be buried; those that were originally buried may become exposed. Mariners should use extreme caution when operating vessels in deep water comparable to their draft in areas where pipelines and cables may exist, and anchoring, dragging, or trawling.

Covered wells may be marked by light unlighted buoys.

CAUTION

Oil exploration and production operations are being conducted in the waters of Cook Inlet. Drilling vessels and movable and permanent platforms are being used. Only permanent platforms are charted. Mariners are urged to exercise caution when transiting the area.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....
PULSE REPETITION INTERVAL
7960.....79,600 Micro
9960.....99,600 Micro
STATION TYPE DESIGNATORS: (Not individual letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary

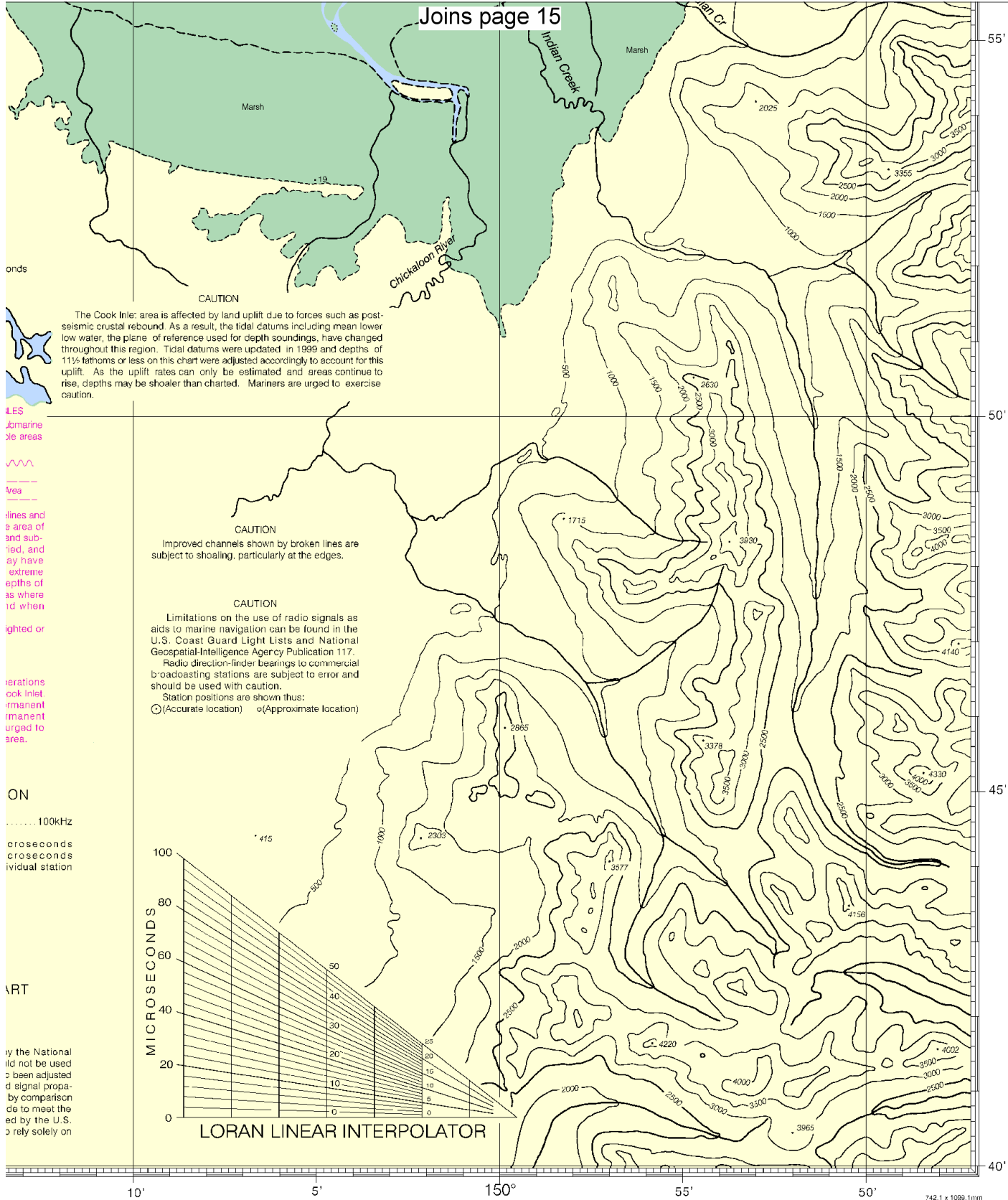
EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the Geospatial-Intelligence Agency or others should be used with this chart. The lines of position shown have been based on theoretically determined overland station delays. They have not been verified by survey data. Every effort has been made to meet 1/4 nautical mile accuracy criteria established by the Coast Guard. Mariners are cautioned not to rely on the lattices in inshore waters.



FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8



8	6	10	11	12	13	14	15	16	17
8	54	60	66	72	78	84	90	96	102
15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34

Cook Inlet, East Foreland to Anchorage
SOUNDINGS IN FATHOMS - SCALE 1:100,000

16663
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.